WIS 83 CORRIDOR STUDY

County NN to WIS 16
Waukesha County

WisDOT Project I.D. 1330-15-00

Public Information Meeting No. 1

December 3, 2002

R.A.SMITH & ASSOCIATES, INC.

KL Engineering, Inc.
- Transportation Engineering
- Municipal Engineering
- Survey / GIS Services

E T M

83 Corridor Study
Waukesha County NN to WIS 16

www.dot.wisconsin.gov/projects/d2/wis83/index.htm

Welcome to the first public information meeting for the WIS 83 Corridor Study. The purpose of today's meeting is to:

- Provide background information on the purpose and need for long-range improvements to WIS 83
- Update you on study activities since the last Local Information Center in June 2002
- Present the latest alternatives that have been retained for detailed study and their impacts
- Discuss the study scope and schedule
- Obtain your input on the alternatives and discuss any concerns or issues that should be considered during further development and refinement of the alternatives

The Wisconsin Department of Transportation (WisDOT) is conducting the study in association with R.A. Smith & Associates, a Brookfield engineering firm. The consultant team also includes KL Engineering and Transportation Environmental Management from Madison.

WisDOT and consultant representatives are here to listen to your thoughts on the alternatives and other study aspects. Please review the maps, ask questions, and share your ideas, suggestions, or concerns.

If you would like to provide written comments, please fill out the comment sheet at the back of the information packet and leave it with us today, or mail it after the meeting.

Thank you for attending today's meeting and participating in this important study.

Study limits

The study area covers the 17-mile WIS 83 corridor between County NN at Mukwonago to WIS 16 at Hartland. The south terminus begins about 1/3 mile north of County NN and the north terminus extends to about 1/4 mile west of Chapel Ridge Road (see location map).

Why the study is being done

WIS 83 is an important north-south highway serving regional traffic between I-43 at Mukwonago and WIS 16 at Hartland, as well as local traffic between communities along the corridor and traffic generated by development along WIS 83 and its side roads. The study will determine how to best meet the long-term transportation needs for the corridor that have been identified through regional land use and transportation planning conducted by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). This commission is the Metropolitan Planning Organization for the region that prepares land use and transportation plans in consultation with the local units of government.

The purpose of the study is to develop a long-range plan for improving traffic flow and safety in the WIS 83 corridor while minimizing disturbance to the natural and built environment. The proposed transportation improvements have the following objectives:

Address traffic demand

Present Annual Average Daily Traffic (AADT) along most of the WIS 83 corridor is high and as planned development continues, there will be a corresponding increase in traffic demand on WIS 83 as well as the surrounding highway network**.** Existing and forecasted traffic in the WIS 83 corridor is shown on the attached map. In all segments except County X to County DE/E and County DR/Golf Road to Meadow Lane, additional through lanes are needed in the 2026 planning horizon to meet future travel demand.

According to SEWRPC's Development Plan for Waukesha County, future "build out" development in the planning area served by WIS 83 is expected to increase the population by up to 70 percent and households by up to 85 percent compared to 1990 levels.

SEWRPC's Regional Transportation System Plan calls for adding capacity to WIS 83 from Mukwonago to WIS 59, no additional capacity from WIS 59 to US 18, and adding capacity from US 18 to WIS 16. Based on more detailed traffic data generated for the WIS 83 corridor study, the WIS 59 to US 18 traffic gap identified by SEWRPC has been refined to the portion of WIS 83 from County X to County DE/E.

Address existing deficiencies

WIS 83 has 11 horizontal curves and 21 hills and valleys that do not meet current design standards. Approximately 75 percent of the WIS 83 corridor is marked "no passing."

There are 318 access points from the project's south terminus near County NN to the north terminus at Chapel Ridge Road just north of WIS 16. The average number of access points per mile along the corridor is 19, nearly double the 10 per mile recommended in WisDOT's design guidelines. Cross traffic and turning traffic combined with speed changes and lack of auxiliary lanes reduces operational efficiency, capacity, travel speed, and safety. The number and density of access points per mile also contribute to potential conflicts between slower traffic entering and exiting the highway and faster through traffic.

Improve safety

A total of 579 crashes occurred along the WIS 83 corridor during 1997 through 2000 (see attached crash data). About 52 percent of the crashes involved property damage and 48 percent involved personal injury. The highest crash category (57 percent) was rear-end collisions. Angle crashes ranked second at 27 percent, and other unclassified crashes accounted for 21 percent.

All but three segments along WIS 83 had average crash rates higher than statewide average rates for similar highways. Crash rates in the County DE/E to US 18 and Hillside Drive to County DR/Golf Road segments were substantially higher. The high crash rates in the WIS 83 corridor can be attributed to inadequate turn lanes, short distance between decision points, and motorist inattentiveness. Six of the 27 intersections along WIS 83 had crash rates worse than the national average during 1997 through 2000.

Area residents have indicated it is becoming more difficult to safely enter and exit their driveways or subdivisions as traffic increases.

Corridor preservation

Corridor preservation involves preserving right-of-way for a planned long-term transportation improvement project and precluding the possibility of an improvement alternative that would disrupt established and planned community development patterns. If a build alternative is selected, the WIS 83 corridor study will provide a recommended plan to assist local governments in making land use and development decisions, and preserving the land needed for future transportation improvements.

Alternatives

Based on input from the project advisory committee and area citizens, the preliminary alternatives for making improvements to WIS 83 were screened to the reasonable alternatives that have been retained for detailed study. The reasonable alternatives we developed to address the following key purpose and need factors are:

- Present and future traffic demand
- Existing highway deficiencies and safety concerns
- Access management
- Environmental constraints such as wetlands, stream crossings, environmental corridors, historic structures, archaeological sites, and cemeteries
- Community values that include preserving the rural character and aesthetic features of the corridor
- Corridor preservation

No Build Alternative

Under the No Build Alternative, WIS 83 would not be widened to provide additional roadway capacity. The existing highway would bear future traffic increases with effects on congestion, mobility, operational characteristics, and safety. Any future improvements would consist of activities that attempt to maintain current service levels, keep the driving surface in good condition, and address safety concerns at spot locations.

Build alternatives

In general, except in the Genesee Depot area, the long-range build alternatives involve widening WIS 83 to a multi-lane facility. Interim improvements (no build and two-lane improvements) are part of the reasonable alternatives concept in the traffic gap segment between County X and County DE/E. Following is a summary of the reasonable alternatives being considered in the various WIS 83 sections.

Section 1 – County NN to County X

The proposed reasonable build alternative is a four-lane hybrid urban/rural roadway with the following key features:

- Shoulders and ditches on outside edge of driving lanes
- Curb and gutter next to 30-foot grassed median
- Curb on outside edge of pavement in isolated areas to minimize impacts
- Approximately 170 feet total right-of-way
- 55 mph posted speed

Section 2 – County X to County DE/E

Traffic forecasts indicate this WIS 83 section would not need additional traffic capacity within an approximate 20-year planning period. Thus the reasonable alternatives in this project section include the no build alternative as described earlier, and the two-lane reconstruction alternative. These alternatives could be implemented as interim improvements until or if traffic in this section reaches the 13,800 AADT threshold.

The reasonable alternatives also include a long-term four-lane corridor preservation alternative that would provide an opportunity for local officials to plan for future capacity expansion if and when traffic volumes or safety factors indicate the need.

Because there are unique characteristics within the overall County X to County DE/E project section relative to appropriate alternatives, the following discussion is organized further by roadway subsections:

County X to Walnut Street

The interim two-lane reconstruction alternative would consist of reconstructing the existing two-lane roadway to modern design standards with the following features:

- Shoulders and ditches on outside edge of driving lanes
- 12-foot wide driving lanes
- 10-foot wide shoulders with 3 feet paved
- Approximately 100 feet total right-of-way
- 55 mph posted speed

The four-lane corridor preservation alternative would be a four-lane hybrid urban/rural roadway with the following features:

- Shoulders and ditches on outside edge of driving lanes
- Curb and gutter next to 30-foot grassed median
- Curb on outside edge of pavement in isolated areas to minimize impacts
- Approximately 170 feet total right-of-way
- 55 mph posted speed

Walnut Street to WIS 59

The interim two-lane reconstruction alternative would consist of reconstructing the existing two-lane roadway to modern design standards with the following features:

- Curb and gutter on outside edge of driving lanes
- 14-foot median for left turns
- Paved shoulders to accommodate turning vehicles
- Pedestrian sidewalk
- Approximately 86 feet total right-of-way
- 35 mph posted speed

The four-lane corridor preservation alternative would be an urban roadway with a two-way center left turn lane and the following features:

- Curb and gutter on outside edge of driving lanes
- 14-foot median for left turns
- Pedestrian sidewalk
- Approximately 90 feet total right-of-way
- 35 mph posted speed

WIS 59 to County D

The interim two-lane reconstruction alternative would consist of reconstructing the existing two-lane roadway to modern design standards with the following features:

- Curb and gutter on outside edge of driving lanes
- Ten-foot parking lanes
- Approximately 72 feet total right-of-way
- Pedestrian sidewalk
- 25-35 mph posted speed

The four-lane corridor preservation alternative would be an undivided urban roadway with the following features:

- Curb and gutter on outside edge of driving lanes
- Approximately 76 feet total right-of-way
- Pedestrian sidewalk
- 25-35 mph posted speed

County D to County DE/E

The interim two-lane reconstruction alternative would consist of reconstructing the existing two-lane roadway to modern design standards with the following features:

- Curb and gutter on outside edge of driving lanes and next to 24-foot grassed median
- Paved shoulders to accommodate turning vehicles
- Multi-use path on west side
- Approximately 98 feet total right-of-way
- 40 mph posted speed

The four-lane corridor preservation alternative would be a divided urban roadway with the following features:

- Curb and gutter on outside edge of driving lanes and next to 24-foot grassed median
- Multi-use path on west side
- Approximately 102 feet total right-of-way
- 40 mph posted speed

Off alignment four-lane corridor preservation alternative at Genesee Depot

Screening and refining the off-alignment four-lane corridor preservation alternatives in the Genesee Depot area focused on comparing the impacts of the various alignments that were considered initially. Input from area citizens, local officials, and state/federal review agencies also played an important role in the screening effort. Based on the initial effort, it was recommended that all off-alignment four-lane corridor preservation alternatives except “Alternative D” be eliminated from further consideration. Alternative D was recommended for further evaluation because it had the least overall impacts compared to other off alignment alternatives and the through town alternative. It would also minimize residential and business displacements on the east-west leg of WIS 83 passing through Genesee Depot, minimize access points, and avoid the right-angle turn.

Alternative D is a four-lane divided urban roadway with the following features:

- Curb and gutter on outside edge of driving lanes and next to 24-foot grassed median
- Approximately 102 feet total right-of-way
- Pedestrian sidewalk
- At-grade railroad crossing
- 35 mph posted speed

Section 3 – County DE/E to Hillside Drive

Because there are unique characteristics within the overall County DE/E to Hillside Drive section, relative to appropriate alternatives, the following discussion is organized further by roadway subsections.

County DE/E to County G and Welsh Road to US 18

The proposed reasonable build alternative in both segments is a four-lane divided urban roadway with the following features:

- Curb and gutter on outside edge of driving lanes and next to 24-foot grassed median
- Multi-use path on west side
- Approximately 102 feet total right-of-way
- 35 mph posted speed

County G to Welsh Road

Due to cemetery constraints, the proposed reasonable build alternative is a four-lane urban roadway with a two-way center left turn lane and following features:

- Curb and gutter on outside edge of driving lanes
- 14-foot median for left turns
- No multi-use path
- Approximately 84-112 feet total right-of-way
- 35 mph posted speed

US 18 to Hillside Road

The proposed reasonable build alternative is a four-lane hybrid urban/rural roadway with the following features:

- Shoulders and ditches on outside edge of driving lanes
- Curb and gutter next to 30-foot grassed median
- Curb on outside edge of pavement in isolated areas to minimize impacts
- Multi-use path on west side
- Approximately 195 feet total right-of-way
- 45 mph posted speed

Section 4 – Hillside Drive to County DR/Golf Road

The proposed reasonable build alternative is a six-lane urban roadway with the following features:

- Curb and gutter on outside edge of driving lanes and next to 38-foot grassed median
- Approximately 138 feet total right-of-way
- Pedestrian sidewalk
- 35 mph posted speed

Section 5 – County DR/Golf Road to Meadow Lane

The existing highway is a four-lane suburban roadway with shoulders; a cross section that is considered sufficient to handle forecast traffic. Therefore, no further improvements are recommended in this WIS 83 section.

Section 6 – Meadow Lane to WIS 16

The proposed reasonable build alternative is a four-lane hybrid urban/rural roadway with the following features:

- Shoulders and ditches on outside edge of driving lanes
- Curb and gutter next to 30-foot grassed median
- Curb on outside edge of pavement in isolated areas to minimize impacts
- Multi-use path from County KE to WIS 16
- Approximately 170-195 feet total right-of-way
- 45 mph posted speed

What's next

After today's meeting, the study team will review input on the alternatives and other study aspects, continue to assess environmental and land use impacts, make further refinements to the alternatives, and continue preparing the Draft Environmental Impact Statement (EIS).

www.dot.wisconsin.gov/projects/d2/wis83/index.htm

Schedule

Study activities	Target completion time frame
Draft EIS distribution	Spring 2003
Public hearing	Summer 2003
Selection of recommended alternative	Late summer 2003
Final Environmental Impact Statement (FEIS) availability	Winter 2003-2004
Record of Decision (ROD)	Spring 2004

After the corridor study is completed, the project could proceed to the engineering design phase in which construction and real estate acquisition plans would be developed along with a construction schedule indicating when various segments would need to be improved. **The earliest any construction could begin is about 2006, depending on funding availability.**

Contact information

The following study team members may be contacted to find out more about the WIS 83 study:

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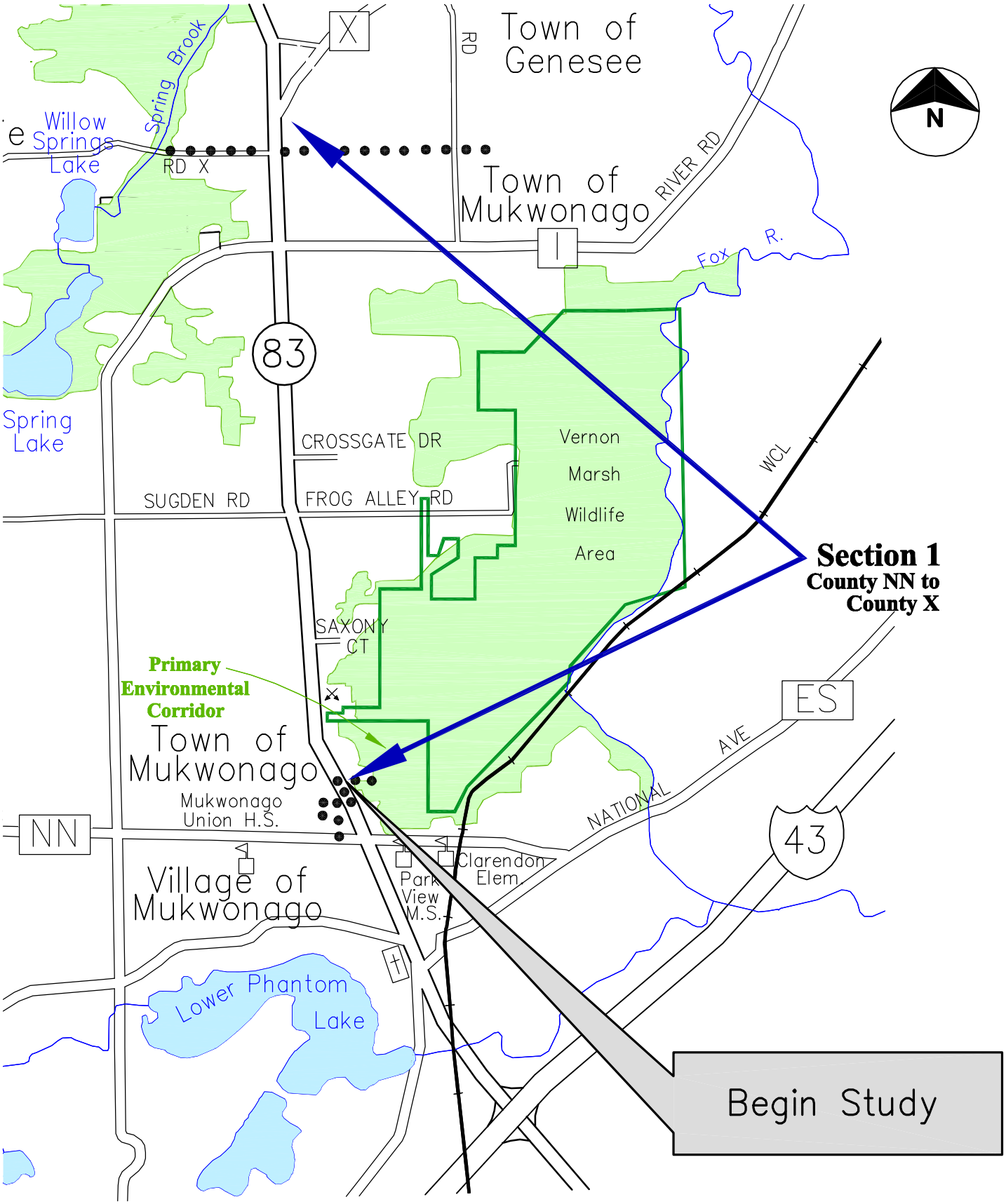
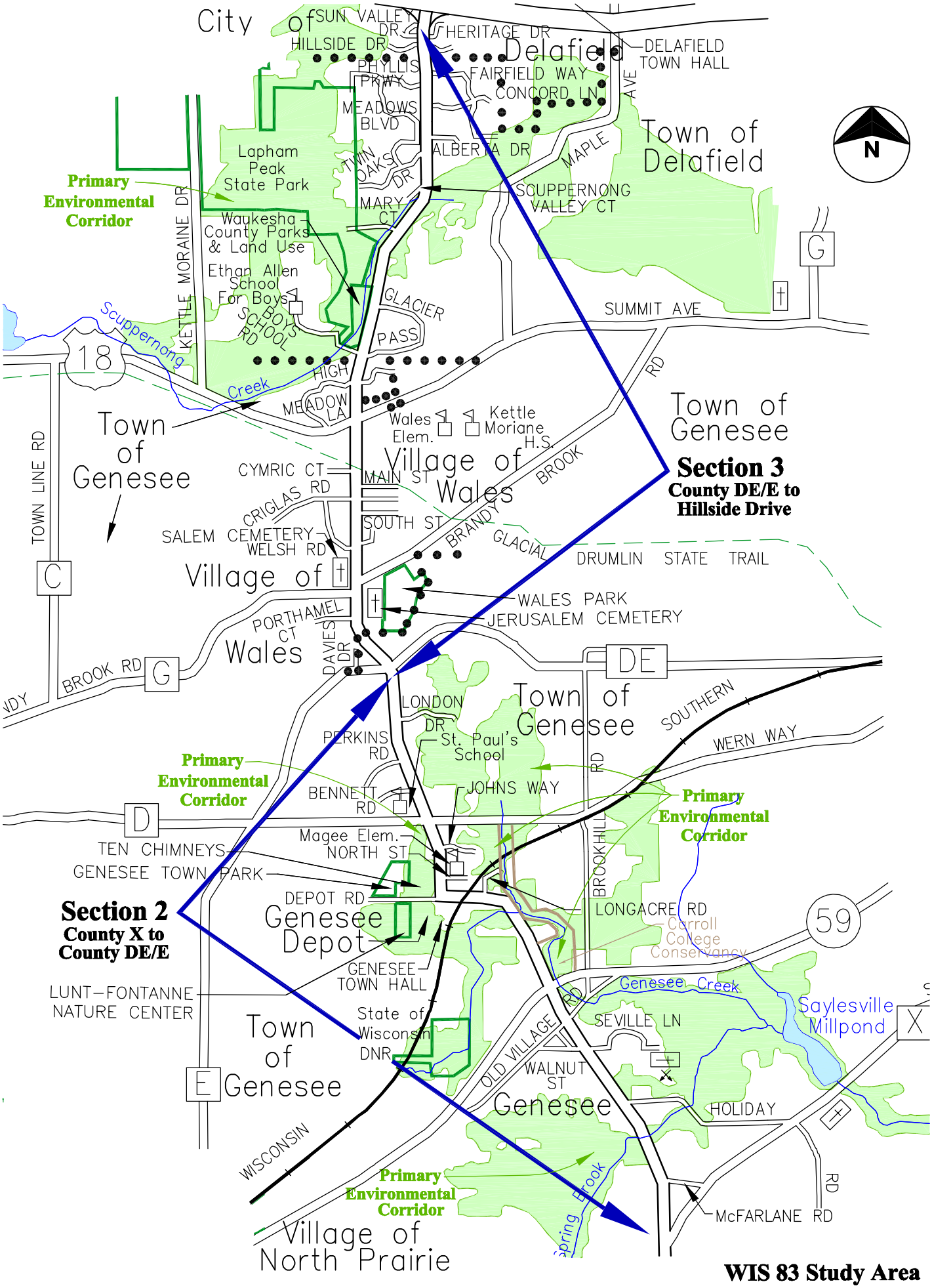
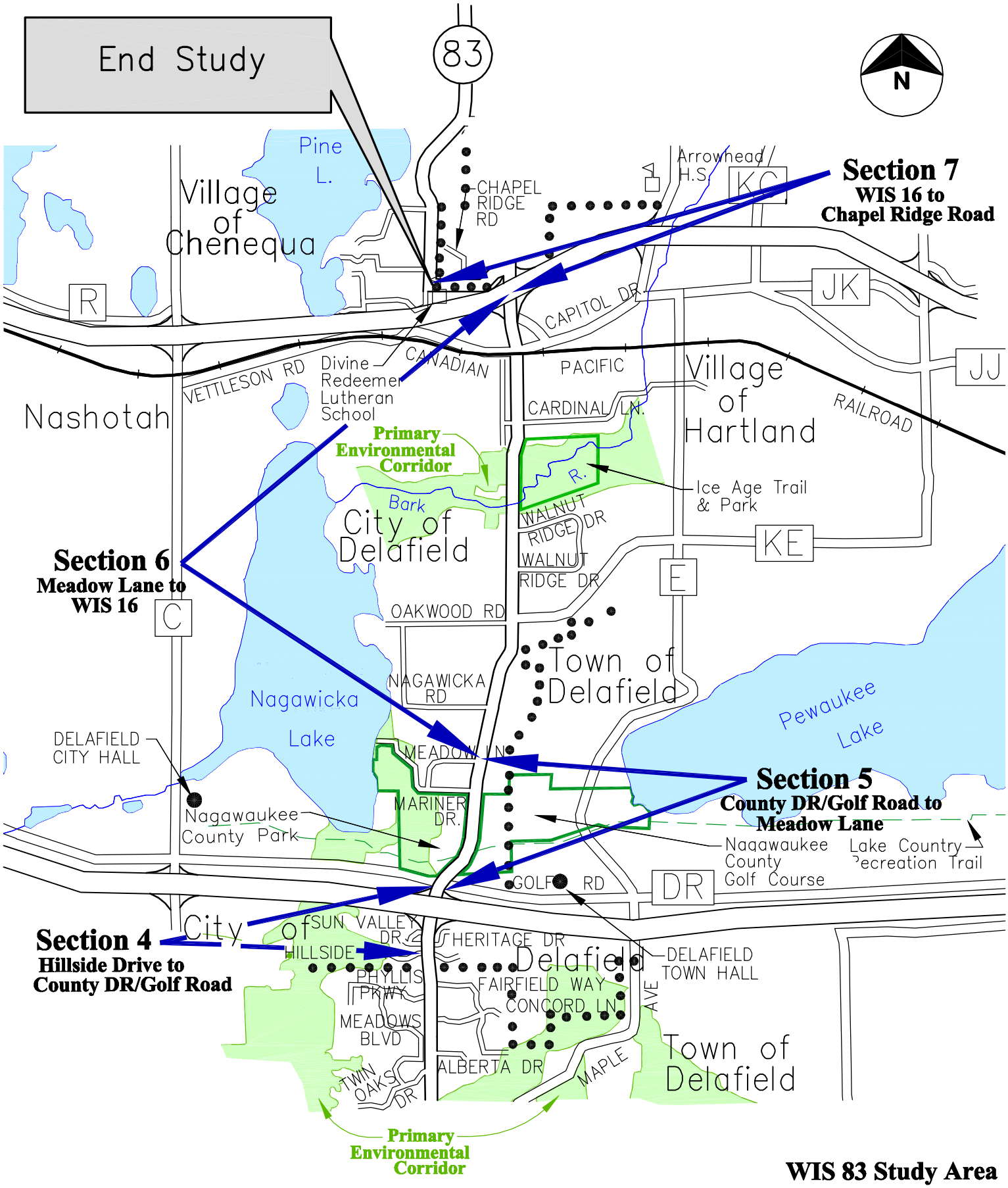
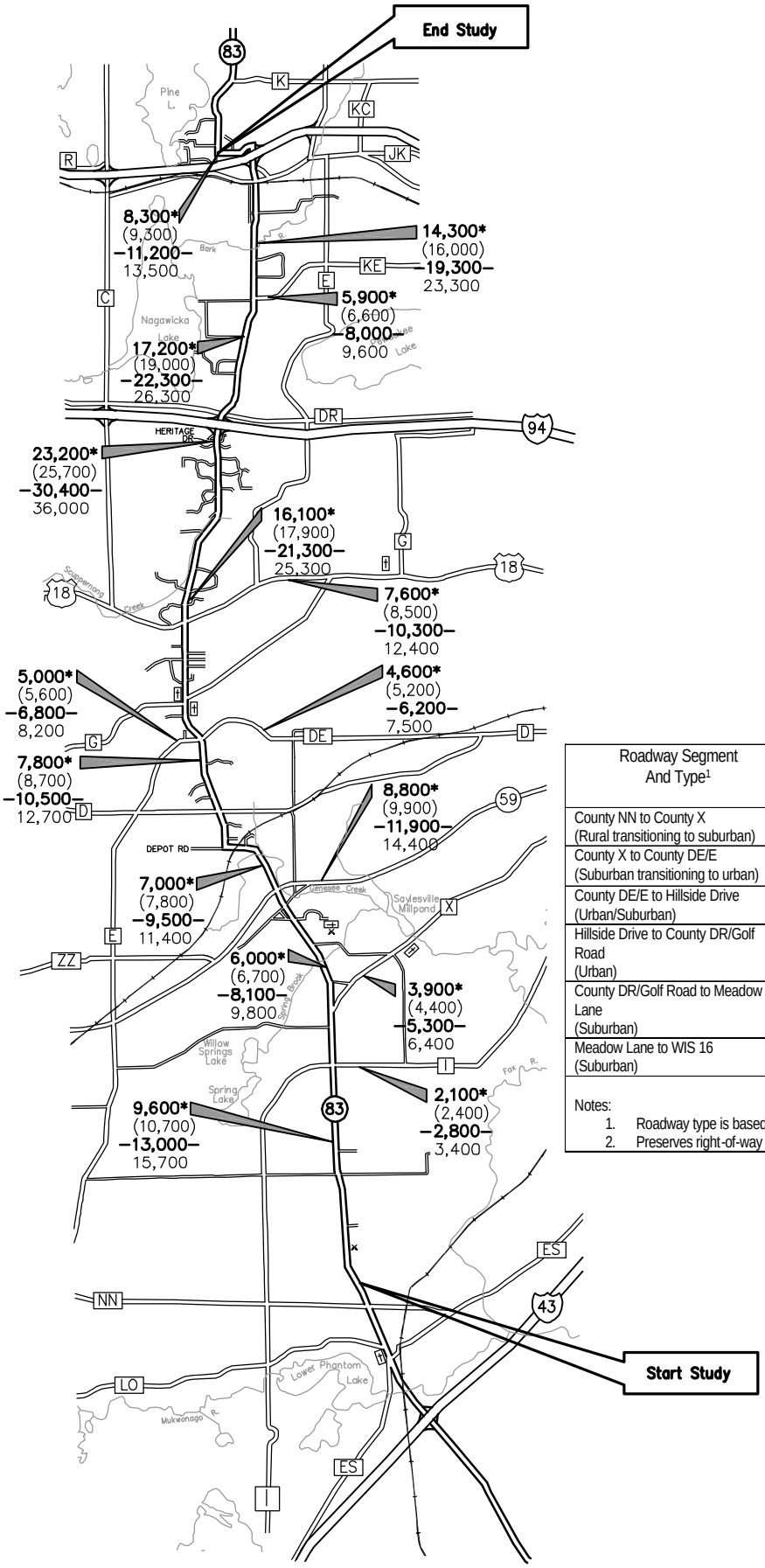


WIS 83 Study Area


City of Delafield
SUN VALLEY DR
HILLSIDE DR
HERITAGE DR
DELAFIELD TOWN HALL
PHYLLIS PKWY
FAIRFIELD WAY
CONCORD LN
MEADOWS BLVD
ALBERTA DR
MAPLE AVE
Town of Delafield
N
Lapham Peak State Park
Primary Environmental Corridor
TWIN OAKS DR
MARY CT
SCUPPERNONG VALLEY CT
KETTLE MORAINE DR
Waukesha County Parks & Land Use
Ethan Allen School For Boys
BOYS SCHOOL RD
GLACIER PASS
SUMMIT AVE
G
Scuppernong Creek
18
HIGH MEADOW LA
Town of Genesee
Wales Elem.
Kettle Moriane H.S.
Village of Wales
CYMRIC CT
MAIN ST
CRIGLAS RD
SOUTH ST
BRANDY BROOK RD
Town of Genesee
Section 3
County DE/E to Hillside Drive
TOWN LINE RD
C
SALEM CEMETERY
WELSH RD
GLACIAL DRUMLIN STATE TRAIL
Village of Wales
WALES PARK
JERUSALEM CEMETERY
PORTHAMEL CT
DAVIES DR
BROOK RD
G
DE
LONDON DR
Town of Genesee
SOUTHERN
WERN WAY
PERKINS RD
St. Paul's School
Primary Environmental Corridor
BENNETT RD
JOHNS WAY
D
Primary Environmental Corridor
TEN CHIMNEYS
Magee Elem.
NORTH ST
GENESEE TOWN PARK
BROOKHILL RD
DEPOT RD
LONGACRE RD
Section 2
County X to County DE/E
Genesee Depot
Carroll College Conservancy
59
GENESEE TOWN HALL
LUNT–FONTANNE NATURE CENTER
Genesee Creek
Saylesville Millpond
X
State of Wisconsin DNR
Town of Genesee
E
SEVILLE LN
OLD VILLAGE RD
WALNUT ST
Genesee
HOLIDAY
WISCONSIN
Primary Environmental Corridor
Spring Brook
McFARLANE RD
Village of North Prairie
WIS 83 Study Area



WIS 83 Study Area



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Legend

0,000*	2000 AADT (Annual Average Daily Traffic)
(0,000)	2006 AADT
−0,000−	2016 AADT
0,000	2026 AADT

Existing and Future Traffic
(Average for roadway segments)

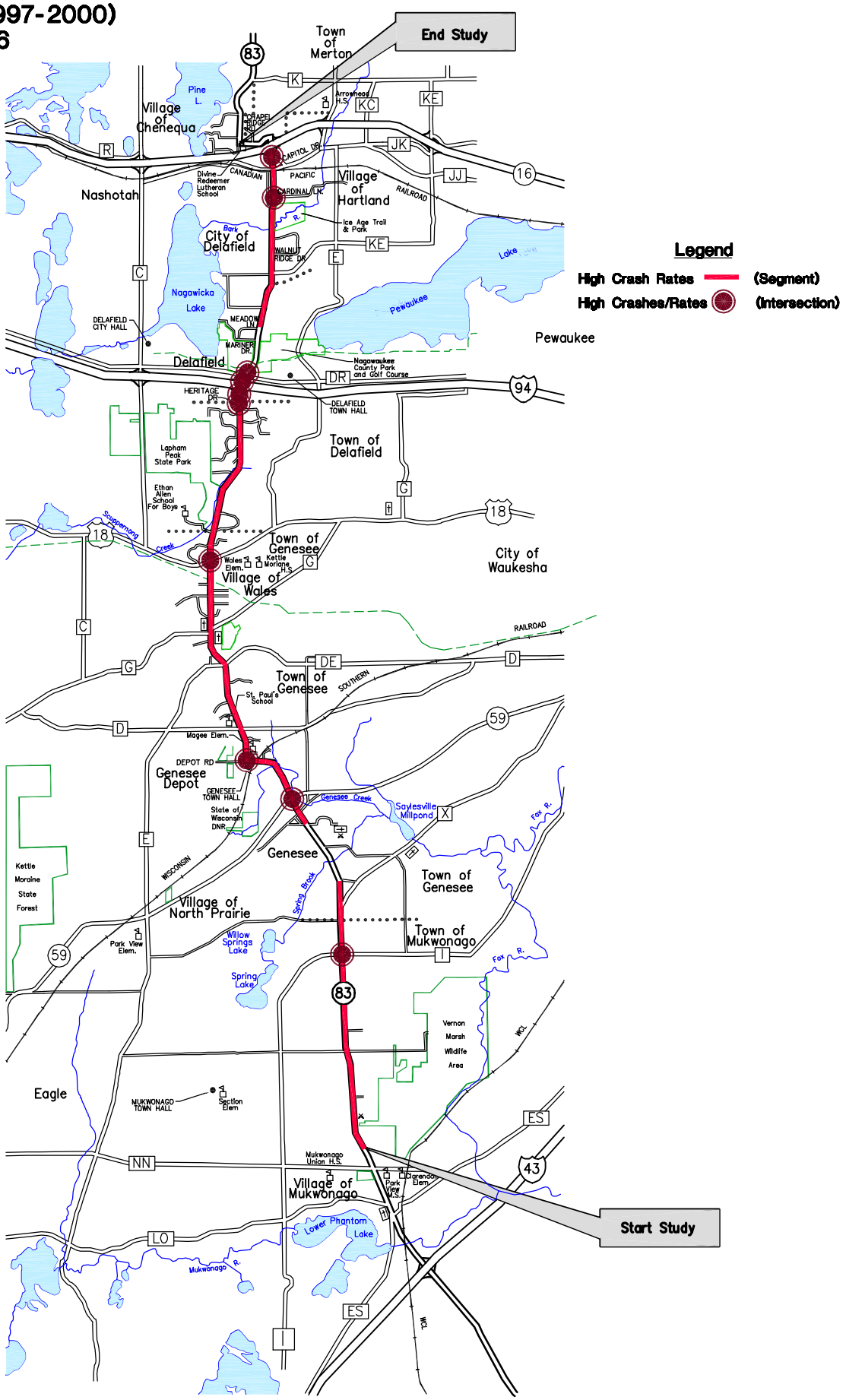
Roadway Segment And Type[1]	Existing Traffic (2000)	Future Traffic (2006)	Future Traffic (2016)	Future Traffic (2026)	Facility Type Required
County NN to County X (Rural transitioning to suburban)	9,600	10,700	13,000	15,700	4-lane
County X to County DE/E (Suburban transitioning to urban)	6,900	7,700	9,300	11,300	2-lane expandable[2]
County DE/E to Hillside Drive (Urban/Suburban)	16,100	17,900	21,300	25,300	4-lane
Hillside Drive to County DR/Golf Road (Urban)	23,200	25,700	30,400	36,000	6-lane
County DR/Golf Road to Meadow Lane (Suburban)	17,200	19,000	22,300	26,300	4-lane
Meadow Lane to WIS 16 (Suburban)	14,300	16,000	19,300	23,300	4-lane

Notes:
1. Roadway type is based on predominant land use characteristics adjacent to the existing highway.
2. Preserves right-of-way for a future 4-lane facility if warranted.

Existing and Forecasted Traffic Volumes

WIS 83

High Crash Areas (1997-2000)
County NN to WIS 16
February 2002



Highway 83 Corridor Study; **Crash Data**

1700 feet North of CTH NN to 1000 feet West of Chapel Ridge Road (Waukesha County)

Table 1. Total Crashes

YEAR	CRASH SEVERITY			TOTALS
	Property Damage	Personal Injury	Fatality	
1997	55	69	0	124
1998	65	63	1	129
1999	79	70	1	150
2000	102	74	0	176
4-yr Avg.	75	69	0.5	145

Table 2a. Roadway Crash Rates for Rural Areas[1]

YEAR	ROADWAY SEGMENTS					
	CTH NN to CTH X	CTH X to Walnut St	CTH D to CTH DE / E	CTH DE / E to USH 18	USH 18 to Hillside Dr	**State Average**
1997	**144**	96	**230**	**289**	**208**	122
1998	**137**	64	77	**167**	**119**	111
1999	**129**	64	**153**	**333**	**156**	114
2000	**194**	**128**	**153**	**222**	**133**	118
4-yr Avg.	**151**	88	**153**	**253**	**154**	116

Table 2b. Roadway Crash Rates for Rural Areas[1], continued

YEAR	ROADWAY SEGMENTS			
	Golf Rd to Meadow Ln	Meadow Ln to STH 16	STH 16 to Chapel Ridge Rd	**State Average**
1997	19	117	0	122
1998	38	**141**	0	111
1999	0	**164**	0	114
2000	15	**130**	75	118
4-yr Avg.	18	**138**	19	116

Table 3. Roadway Crash Rates for Urban Areas[1]

YEAR	ROADWAY SEGMENTS		
	Hillside Dr to Golf Rd	Walnut St to CTH D	**State Average**
1997	**1552**	**514**	307
1998	**2012**	**455**	288
1999	**2443**	**395**	289
2000	**1639**	**336**	316
4-yr Avg.	**1912**	**425**	300

Notes:

1. Roadway crash rates are counted as crashes per 100 million vehicle miles driven.
2. WisDOT data is based on "reportable" crashes.
3. **High crash rates are those greater than the state average.**

1700 feet North of CTH NN to 1000 feet West of Chapel Ridge Road (Waukesha County)

Table 4a. Intersection Crash Rates[1]

YEAR	INTERSECTING ROADWAY							
	CTH I	CTH X	STH 59	Depot Road	CTH D	CTH DE/E	CTH G	USH 18
1997	0.8	0.6	**2.0**	**2.5**	0.7	0.4	0.4	**1.5**
1998	0.8	0.9	**1.8**	0.8	0.3	0.2	0.2	0.9
1999	**1.3**	0.9	1.1	0.4	0.3	0.4	**1.3**	0.5
2000	**1.1**	0.3	1.1	**2.5**	0.3	0.6	0.0	1.1
4-yr Avg.	**1.0**	0.7	**1.5**	**1.5**	0.4	0.4	0.5	1.0

National average = 1.2 for signalized intersections; 0.9 for unsignalized intersections

Table 4b. Intersection Crash Rates[1], continued

YEAR	INTERSECTING ROADWAY					
	Heritage Drive	I-94 ramp Terminals[(a)]	Golf Road (CTH DR)	Mariner Drive	South Walnut Ridge Drive	STH 16 ramp Terminals[(a)]
1997	**1.6**	**1.3**	0.8	0.0	0.0	0.3
1998	**2.3**	**1.6**	0.6	0.2	0.2	0.2
1999	**3.0**	**1.9**	0.6	0.0	0.7	0.2
2000	**2.9**	**1.9**	0.2	0.0	0.0	0.1
4-yr Avg.	**2.4**	**1.7**	0.5	0.1	0.2	0.2

(a) North and south ramp terminals were averaged.

National average = 1.2 for signalized intersections; 0.9 for unsignalized intersections

Table 5. High Crash Locations[2]

YEAR	INTERSECTING ROADWAY							
	CTH I	STH 59	USH 18	Hillside Drive	Heritage Drive	Golf Road (CTH DR)	Cardinal Lane	Capitol Drive
1997	3	**11**	**15**	1	**12**	**9**	**5**	2
1998	3	**10**	**9**	3	**19**	**6**	**8**	**8**
1999	**5**	**6**	**5**	**5**	**25**	**6**	4	4
2000	3	**6**	**11**	**5**	**24**	2	2	**6**
4-yr Avg.	4	**8**	**10**	4	**20**	**6**	**5**	**5**

Notes:

1. Intersection crash rates are counted as crashes per million vehicles entering the intersection.
2. **High crash locations are those with 5 or more crashes in any given year.**
3. **High crash rates are those greater than the national average.**
4. WisDOT data is based on "reportable" crashes.

83 Corridor Study
Waukesha County NN to WIS 16

Preliminary Impact Summary Table
Build Alternatives Retained for Detailed Study[1]

Project Section	From	To	Alternatives	Length (miles)	Total New R/W (acres)	Farmland (acres)	Wetlands (acres)	Upland Habitat (acres)	Stream Crossings	Threatened & Endangered Species Habitat	Primary Environmental Corridors (acres)	Potential Historic Sites[2]	Potential Archaeological Sites[2]	Displacements			
														Farm Residential	Other Residential	Business	Total
1	County NN	County X	4-lane hybrid urban/rural	3.8	48.7	25.9	0.9	22.2	1	Yes	0	0	1	2	1	0	3
2	County X	County DE/E															
	County X	Walnut St.	Interim 2-lane reconstruct	1.5	6.5	1.7	0.5	4.3	1	Yes	0.6	0	0	2	2	0	4
			4-lane Corridor Preservation (4-lane hybrid urban/rural)	1.5	18.3	4.9	0.9	12.5	1	Yes	2.1	0	0	2	2	0	4
	Walnut St.	WIS 59	Interim 2-lane reconstruct	0.5	0.9	0	0	0.9	0	No	0	0	0	0	2	2	4
			4-lane Corridor Preservation (4-lane urban with center left turn lane)	0.5	1.0	0	0	1.0	0	No	0	0	0	0	2	2	4
	WIS 59	County D	Interim 2-lane reconstruct	1.5	1.3	0.3	0.1	0.9	1	Yes	0	1	0	0	5	3	8
			4-lane Corridor Preservation (4-lane undivided urban)	1.5	2.0	0.3	0.1	1.6	1	Yes	0.6	1	0	0	5	3	8
	County D	County DE/E	Interim 2-lane reconstruct	1.1	2.5	0	0	2.5	0	No	0	0	0	0	0	0	0
			4-lane Corridor Preservation (4-lane divided urban)	1.1	3.1	0	0	3.1	0	No	0	0	0	0	0	0	0
	Off-Alignment Alternative D (at Genesee Depot)		4-lane Corridor Preservation (4-lane divided urban)	0.8	12.0	1.0	1.3	9.7	1	Yes	2.6	0	1	0	1	0	1
3	County DE/E	Hillside Dr.															
	County DE/E	County G	4-lane divided urban	0.6	0.1	0.1	0	0	0	No	0	0	0	0	0	0	0
	County G	Welsh Rd.	4-lane urban with center left turn lane	0.3	0.6	0.1	0	0.5	0	No	0	0	1	0	0	0	0
	Welsh Rd.	US 18	4-lane divided urban	0.8	1.1	0	0	1.1	0	No	0	0	0	0	0	0	0
	US 18	Hillside Dr.	4-lane hybrid urban/rural	2.4	12.5	0	2.6	10.6	1	Yes	3.6	0	0	0	1	0	1
4	Hillside Dr.	County DR/ Golf Rd.	6-lane divided urban	0.5	0	0	0	0	0	No	0	0	0	0	0	0	0
5	County DR/ Golf Rd.	Meadow Ln.	Existing cross-section	1.1	--	--	--	--	--	--	--	--	--	--	--	--	--
6[3]	Meadow Ln.	WIS 16	4-lane hybrid urban/rural	2.6	15.1	4.0	3.5	9.1	1	No	3.1	1	0	0	4	1	5
7[3]	WIS 16	Chapel Ridge Rd.	2-lane reconstruct	0.5	0.9	0	0	0.9	0	No	0	0	0	0	0	0	0
Totals[1]				17.2	102.5	35.3	8.0	62.6	5	Yes	9.4	2	2	4	15	6	25

Notes:

1. The alternatives retained for detailed study and impact calculations are based on a “best-fit” alignment with respect to widening east, west, or down the middle. The best fit alignment was developed to avoid or minimize impacts to adjacent development, natural resources, and other environmental constraints to the extent practical. For comparative purposes, the impact calculation totals shown include the ultimate 4-lane corridor preservation alternative from the County X to County DE/E project section. The impact totals do not include Off-Alignment Alternative D.
2. A determination whether the potential historic and archaeological sites meet criteria for eligibility to the National Register of Historic Places will be determined based on further consultation with the State Historical Society.
3. Impact calculations in project section 6 and 7 are subject to revision based on refining the improvement concepts in the vicinity of the WIS 16 interchange.

December 3, 2002

83 Corridor Study
Waukesha County NN to WIS 16

www.dot.wisconsin.gov/projects/d2/wis83/index.htm

Public Comment Form / Mailing List Additions

Please use the space below to tell us your thoughts on the present Highway 83 Corridor or on aspects you think are important to consider in developing and evaluating possible improvement alternatives. You may either leave the completed form with us today or mail by December 17, 2002. Thank you for your interest and assistance.

Date:_____

Name _____

Address _____

City _____ State _____

Zip

Name _____

Address _____

City _____ State _____ Zip _____

Place
Stamp Here

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